

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-03 H-01 INR-07 L-02

NSAE-00 NSC-05 PA-01 RSC-01 PRS-01 SP-02 SS-15

USIA-06 SAJ-01 NIC-01 ACDA-05 EB-07 FAA-00 DOTE-00

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R 061817Z FEB 75

FM AMEMBASSY BONN

TO SECSTATE WASHDC 7799

INFO USMISSION USBERLIN

USMISSION NATO BRUSSELS

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

C O N F I D E N T I A L BONN 02113

E.O. 11652: GDS

TAGS: PGOV, PFOR, WB, US, UK, FR

SUBJECT: FRENCH PROPOSAL RE NORTH CORRIDOR

REF: BONN 18147, 1974

SUMMARY: IN FEB 5 TRIPARTITE BONN GROUP MEETING UK REP
GAVE NEGATIVE BRITISH REPLY TO PARIS' PROPOSAL THAT
FRENCH ASSUME CONTROLLER RESPONSIBILITY FOR NORTH
CORRIDOR. END SUMMARY.

1. UK REP (CULLIMORE) SAID BRITISH AFTER LONG AND
CAREFUL CONSIDERATION HAD CONCLUDED THAT UK MUST RESPOND
NEGATIVELY TO FRENCH PROPOSAL. BRITISH HAD DECIDED THAT
SUCH CHANGE IN BASIC OPERATING PROCEDURES WOULD GIVE
OPENING FOR SOVIETS TO TRY TO ACHIEVE OTHER CHANGES IN
OPERATIONS, OR SOVIETS COULD EVEN TRY TO VETO THE CHANGE
IN CONTROLLER RESPONSIBILITY. CULLIMORE SAID UK
REALIZES THIS POSES PROBLEMS RE FRENCH ROLE (COMMENT: OR
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LACK OF ANY REAL ROLE, END COMMENT) IN BASIC SO BRITISH

WOULD BE CONTENT WITHOUT ADDITIONAL DIRECT TEGEL LINE TO CONTROLLERS IN BASC. THAT IS, BECAUSE OF INEQUALITY OF WORK DIVISION OF ALLIED ELEMENTS IN BASC, UK WAS DROPPING REQUEST FOR THE ADDITIONAL DIRECT TEGEL-BASC LINKS. BRITISH WOULD NOW LIKE TO GET ON WITH DETAILED TALKS AMONG THREE ALLIES ON CHANGES IN PROCEDURES WHICH MOVE TO TEGEL WILL REQUIRE.

2. FRENCH REP MERELY THANKED CULLIMORE FOR UK REPLY. US REP EMPHASIZED THAT MOVE TO TEGEL WOULD UNDOUBTEDLY REQUIRE SOME CHANGES, PARTICULARLY REGARDING ASSURANCE OF FLIGHT SAFETY, AND THAT HOW INFO WAS PASSED FROM TEGEL TO BASC WOULD LIKELY NEED REVISION.

3. COMMENT: FRENCH REP INDICATED TO US REP BILATERALLY THAT PARIS IS ANNOYED BY UK RESPONSE AND HAS ISSUED FIRM INSTRUCTIONS TO RESIST ANY CHANGES WHATSOEVER IN BASC ON SAME GROUNDS AS CITED BY BRITISH. WE THINK NEXT MOVE IS, AS SUGGESTED BY BRITISH, DISCUSSION BY TECHNICAL EXPERTS IN BERLIN FOCUSING PARTICULARLY ON HOW INFORMATION CAN BE PASSED BETWEEN TEGEL AND BASC TO ENSURE FLIGHT SAFETY. RESULTS OF THIS STUDY WOULD THEN BE CONSIDERED IN ORDER TO DETERMINE IF OVERALL PROBLEM WOULD REQUIRE ELEVATION TO POLITICAL LEVEL.
HILLENBRAND

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: BERLIN TRIPARTITE MATTERS, BERLIN AIR ACCESS
Control Number: n/a
Copy: SINGLE
Draft Date: 06 FEB 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: GolinoFR
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975BONN02113
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Film Number: D750044-0639
From: BONN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t19750268/aaaacirq.tel
Line Count: 86
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EUR
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: 75 BONN 18147, 75 1974
Review Action: RELEASED, APPROVED
Review Authority: GolinoFR
Review Comment: n/a
Review Content Flags:
Review Date: 21 APR 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <21 APR 2003 by KelleyW0>; APPROVED <22 APR 2003 by GolinoFR>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
05 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: FRENCH PROPOSAL RE NORTH CORRIDOR
TAGS: PGOV, PFOR, WB, US, UK, FR
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 05 JUL 2006